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# Environmental Assessment

California Forest Highway 114, Hyampom Road  
State Route 3 (Hayfork) to Hyampom  
Trinity County, California

Prepared for  
**Federal Highway  
Administration  
Central Federal Lands  
Highway Division**

February 2006



Existing



Proposed

U.S. Department of Transportation  
Federal Highway Administration  
Central Federal Lands Highway Division

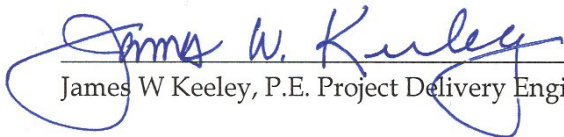
In Cooperation with  
United States Forest Service  
California Department of Transportation  
Trinity County

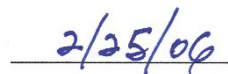
**ENVIRONMENTAL ASSESSMENT**  
Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303

for  
Reconstruction of a portion of  
**CALIFORNIA FOREST HIGHWAY 114**  
**Hyampom Road**  
State Route 3 (Hayfork) to Hyampom  
Trinity County, California

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# Contents

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|   |           |
|---|-----------|
| <b>Acronyms and Abbreviations .....</b>   | <b>ix</b> |
| <b>Executive Summary.....</b>   | <b>1</b>  |
| Summary of Impacts .....  | 2         |
| <b>1.0 Purpose of and Need for Action .....</b>   | <b>5</b>  |
| 1.1 Background .....  | 5         |
| 1.1.1 The Forest Highway Program .....  | 5         |
| 1.1.2 Existing Roadway.....   | 5         |
| 1.1.3 Traffic Characteristics .....   | 11        |
| 1.1.4 Social and Economic Conditions.....   | 11        |
| 1.1.5 Forest Resource Management.....   | 12        |
| 1.1.6 Project Development History .....   | 12        |
| 1.1.7 Social, Economic, and Environmental Team .....  | 13        |
| 1.2 Purpose and Need .....  | 13        |
| 1.2.1 Roadway Deficiencies.....   | 14        |
| 1.2.2 Maintenance.....  | 15        |
| 1.2.3 Safety .....  | 15        |
| 1.2.4 Social and Economic Considerations.....   | 16        |
| <b>2.0 Alternatives.....</b>  | <b>19</b> |
| 2.1 Introduction.....   | 19        |
| 2.2 Alternative 1 - No Action .....   | 19        |
| 2.3 Alternative 2 - Reconstruct Existing Alignment .....  | 20        |
| 2.3.1 Segment 2.....  | 20        |
| 2.3.2 Segment 3.....  | 29        |
| 2.3.3 Segment 4.....  | 30        |
| 2.3.4 Segment 5.....  | 30        |
| 2.4 Alternatives Considered But Eliminated .....  | 43        |
| 2.4.1 Alternative 3 – Reconstruct Alternative Forest Service Road .....   | 43        |
| 2.4.2 Alternative 4 – Reconstruct Existing Alignment to Meet<br>Higher Design Standard.....   | 43        |
| 2.4.3 Alternative 5 – Bridging Ravines in Segments 4 and 5 .....  | 44        |
| <b>3.0 Affected Environment, Impacts, and Mitigation.....</b>   | <b>47</b> |
| 3.1 Introduction.....   | 47        |
| 3.1.1 Short Term Construction Activities .....  | 48        |
| 3.1.2 Long Term Roadway Operations.....   | 48        |
| 3.1.3 Past, Present, and Reasonably Foreseeable Actions/Projects,<br>and Respective Impacts for Consideration in Cumulative<br>Impacts..... | 48        |
| 3.2 Land Use and Growth .....   | 50        |
| 3.2.1 Affected Environment .....  | 51        |
| 3.2.2 Environmental Consequences .....  | 58        |
| 3.2.3 Cumulative Impacts.....   | 60        |
| 3.2.4 Mitigation Measures .....   | 61        |

|        |  |     |
|--------|--|-----|
| 3.3    | Social and Economic Conditions, and Environmental Justice..... | 61  |
| 3.3.1  | Affected Environment .....                                     | 62  |
| 3.3.2  | Environmental Consequences.....                                | 68  |
| 3.3.3  | Cumulative Impacts .....                                       | 71  |
| 3.3.4  | Mitigation Measures .....                                      | 72  |
| 3.4    | Air Quality .....  | 73  |
| 3.4.1  | Affected Environment .....                                     | 73  |
| 3.4.2  | Environmental Consequences.....                                | 74  |
| 3.4.3  | Cumulative Impacts .....                                       | 76  |
| 3.4.4  | Mitigation Measures .....                                      | 77  |
| 3.5    | Noise .....  | 78  |
| 3.5.1  | Affected Environment .....                                     | 78  |
| 3.5.2  | Environmental Consequences.....                                | 78  |
| 3.5.3  | Cumulative Impacts .....                                       | 82  |
| 3.5.4  | Mitigation Measures .....                                      | 83  |
| 3.6    | Floodplains .....  | 83  |
| 3.6.1  | Hydrology and Encroachment Evaluation .....                    | 84  |
| 3.6.2  | Affected Environment .....                                     | 85  |
| 3.6.3  | Environmental Consequences.....                                | 85  |
| 3.6.4  | Cumulative Impacts .....                                       | 86  |
| 3.6.5  | Mitigation Measures .....                                      | 89  |
| 3.7    | Wetlands and Other Waters of the U.S.....                      | 89  |
| 3.7.1  | Affected Environment .....                                     | 90  |
| 3.7.2  | Regulatory Framework .....                                     | 99  |
| 3.7.3  | Environmental Consequences.....                                | 99  |
| 3.7.4  | Cumulative Impacts .....                                       | 101 |
| 3.7.5  | Mitigation Measures .....                                      | 102 |
| 3.8    | Water Resources.....   | 104 |
| 3.8.1  | Regulatory Framework .....                                     | 105 |
| 3.8.2  | Affected Environment .....                                     | 105 |
| 3.8.3  | Environmental Consequences.....                                | 111 |
| 3.8.4  | Cumulative Impacts .....                                       | 112 |
| 3.8.5  | Mitigation Measures .....                                      | 113 |
| 3.9    | Biology.....   | 114 |
| 3.9.1  | Regulatory Framework .....                                     | 114 |
| 3.9.2  | Affected Environment .....                                     | 115 |
| 3.9.3  | Environmental Consequences.....                                | 125 |
| 3.9.4  | Cumulative Impacts .....                                       | 126 |
| 3.9.5  | Mitigation Measures .....                                      | 127 |
| 3.10   | Cultural Resources.....  | 130 |
| 3.10.1 | Regulatory Framework .....                                     | 130 |
| 3.10.2 | Affected Environment .....                                     | 131 |
| 3.10.3 | Environmental Consequences.....                                | 133 |
| 3.10.4 | Cumulative Impacts .....                                       | 134 |
| 3.10.5 | Mitigation Measures .....                                      | 134 |
| 3.11   | Hazardous Materials .....                                      | 135 |
| 3.11.1 | Affected Environment .....                                     | 135 |

|            |   |            |
|------------|---|------------|
| 3.11.2     | Environmental Consequences .....  | 136        |
| 3.11.3     | Cumulative Impacts.....   | 139        |
| 3.11.4     | Mitigation Measures .....   | 139        |
| 3.12       | Visual Resources.....   | 141        |
| 3.12.1     | Affected Environment .....  | 141        |
| 3.12.2     | Environmental Consequences .....  | 159        |
| 3.12.3     | Cumulative Impacts.....   | 165        |
| 3.12.4     | Mitigation Measures .....   | 165        |
| 3.13       | Invasive Species .....  | 166        |
| 3.13.1     | Affected Environment .....  | 166        |
| 3.13.2     | Environmental Consequences .....  | 170        |
| 3.13.3     | Cumulative Impacts.....   | 171        |
| 3.13.4     | Mitigation Measures .....   | 172        |
| 3.14       | Construction.....   | 172        |
| 3.14.1     | Methods of Construction.....  | 173        |
| 3.14.2     | Construction Mitigation .....   | 176        |
| <b>4.0</b> | <b>Environmental Commitments.....</b>                                       | <b>179</b> |
| 4.1        | Permits .....   | 179        |
| 4.1.1      | Permits and Approvals.....  | 179        |
| 4.2        | Summary of Mitigation Measures.....   | 181        |
| 4.2.1      | Social and Economic Conditions.....   | 181        |
| 4.2.2      | Air Quality.....  | 182        |
| 4.2.3      | Noise.....  | 183        |
| 4.2.4      | Jurisdictional Wetlands .....   | 184        |
| 4.2.5      | Water Resources .....   | 186        |
| 4.2.6      | Biological Resources: Threatened, Endangered, and Sensitive<br>Species..... | 188        |
| 4.2.7      | Cultural Resources .....  | 192        |
| 4.2.8      | Hazardous Materials.....  | 192        |
| 4.2.9      | Visual Resources.....   | 195        |
| 4.2.10     | Invasive Species.....   | 195        |
| 4.3        | Construction.....   | 196        |
| 4.3.1      | Construction Mitigation .....   | 196        |
| <b>5.0</b> | <b>Coordination and Public Comment.....</b>                                 | <b>197</b> |
| 5.1        | Public and Agency Coordination Activities.....                              | 197        |
| 5.1.1      | Early Coordination Process.....   | 197        |
| 5.1.2      | Required Consultation.....  | 204        |
| 5.1.3      | Public Viewing Locations.....   | 205        |
| <b>6.0</b> | <b>List of Preparers .....</b>  | <b>207</b> |
| <b>7.0</b> | <b>Cited References .....</b>   | <b>209</b> |

## Tables

|   |  |    |
|---|--|----|
| 1 | Description of Hyampom Road Segments .....                                       | 1  |
| 2 | Summary of Potential Proposed Project Construction and Operation<br>Impacts..... | 3  |
| 3 | Evaluation and Description of Existing Roadway Segments.....                     | 6  |
| 4 | Average Daily Traffic Volumes .....  | 11 |

|    |   |     |
|----|---|-----|
| 5  | Accident Rates (1990-2002) .....  | 16  |
| 6  | Project Needs Addressed by Proposed Project Under Reconstruct<br>Existing Alignment Alternative ..... | 39  |
| 7  | Proposed Project Design Speed by Roadway Segment .....  | 43  |
| 8  | Land Use Policies Applicable to Hyampom Road .....  | 53  |
| 9  | 2000 Census for Trinity County, Hayfork, and Hyampom .....  | 62  |
| 10 | Defining Minority, Low-Income and Elderly Populations and Evaluation<br>Criteria .....                | 63  |
| 11 | 1999 Population Below Poverty Level by Block Group .....  | 64  |
| 12 | Hyampom and Hayfork Community Resources .....   | 65  |
| 13 | Projected Growth for Major Industries (in terms of number of jobs) within<br>Trinity County .....     | 67  |
| 14 | Summary of PM <sub>10</sub> Ambient Monitoring in Trinity County .....                                | 74  |
| 15 | Estimated Total Annual Emissions During Batch Plant Operations .....                                  | 76  |
| 16 | Typical Sound Levels Measured in the Environment and Industry .....                                   | 79  |
| 17 | Location and Description of Noise-Sensitive Land Uses .....   | 81  |
| 18 | Predicted Peak Hour Traffic Noise Levels (dBA) .....  | 82  |
| 19 | Hayfork Creek Flood Flows (downstream of Little Creek) .....  | 84  |
| 20 | 100-year Flood Depths along Segments 2 and 3 of Existing<br>Alignment of Hyampom Road .....           | 85  |
| 21 | Area of Jurisdictional Waters of the United States within the Action<br>Area .....                    | 95  |
| 22 | Permanent Effects to Jurisdictional Waters of the United States .....                                 | 100 |
| 23 | Hayfork Creek Sediment Delivery, 1944-1990 <sup>1</sup> .....   | 110 |
| 24 | Potential Special-status Species for the Proposed Project .....                                       | 116 |
| 25 | Noxious Weeds for Both USFS and Trinity County .....  | 169 |
| 26 | Summary of Public Comments on the Proposed Reconstruction of<br>Hyampom Road .....                    | 201 |

## Figures

|    |   |     |
|----|---|-----|
| 1  | Vicinity Map .....  | 7   |
| 2  | Project Segments Map .....                                  | 9   |
| 3  | Typical Paved Ditch Section, Segments 2 and 3 .....         | 21  |
| 4  | Typical Normal Ditch Section, Segments 2 and 3 .....        | 23  |
| 5  | Typical Section, Segments 4 and 5 .....                     | 25  |
| 6  | Retaining Wall Section Segments 3, 4, and 5 .....           | 27  |
| 7  | Example Realignment in Plan View for Segments 2 and 3 ..... | 31  |
| 8  | Example Realignment in Plan View for Segment 4 .....        | 33  |
| 9  | Example Realignment in Plan View for Segments 4 and 5 ..... | 35  |
| 10 | Example Realignment in Plan View for Segment 5 .....        | 37  |
| 11 | Example Nail Wall .....                                     | 41  |
| 12 | Alternative 3 .....   | 45  |
| 13 | Hayfork Creek Encroachment Areas .....                      | 87  |
| 14 | Locations of Waters of the U.S. Segments 2 and 3 .....      | 91  |
| 15 | Locations of Waters of the U.S. Segments 4 and 5 .....      | 93  |
| 16 | Project Area .....  | 107 |
| 17 | Photostation Points .....                                   | 145 |

|    |  |     |
|----|--|-----|
| 18 | Project Views.....                     | 147 |
| 19 | Project Views.....                     | 149 |
| 20 | Project Views.....                     | 151 |
| 21 | Existing and Proposed Conditions ..... | 153 |
| 22 | Existing and Proposed Conditions ..... | 155 |
| 23 | Existing and Proposed Conditions ..... | 157 |
| 24 | Existing and Proposed Conditions ..... | 161 |
| 25 | Example Nail Wall .....                | 167 |

## Appendices

### A Correspondence

# Acronyms and Abbreviations

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|                   |  |
|-------------------|--|
| °C                | degrees Celsius                            |
| °F                | degrees Fahrenheit                         |
| µg/m <sup>3</sup> | micrograms per cubic meter                 |
| ac.               | acre                                       |
| ADT               | average daily traffic volumes              |
| AF                | acre-feet                                  |
| APE               | Area of Potential Effect                   |
| ASTM              | American Society for Testing and Materials |
| ATC               | authority to construct                     |
| BA                | <i>Biological Assessment</i>               |
| bhp               | brake horse power                          |
| BLM               | Bureau of Land Management                  |
| BMP               | Best Management Practice                   |
| CAAQS             | California Ambient Air Quality Standards   |
| CALEPPC           | California Exotic Pest Plants Council      |
| Caltrans          | California Department of Transportation    |
| CARB              | California Air Resources Board             |
| CDF               | California Department of Forestry          |
| CDFG              | California Department of Fish and Game     |
| CDOF              | California Department of Finance           |
| CEQ               | Council on Environmental Quality           |
| CEQA              | California Environmental Quality Act       |
| CESA              | California Endangered Species Act          |
| CFLHD             | Central Federal Lands Highway Division     |
| CFR               | Code of Federal Regulations                |
| cfs               | cubic feet per second                      |
| CIP               | Capital Improvement Program                |
| cm                | centimeter                                 |
| CMP               | corrugated metal pipe                      |



|                 |  |
|-----------------|--|
| cms             | cubic meter per second                   |
| CNDDDB          | California Natural Diversity Database    |
| CNPS            | California Native Plant Society          |
| CO              | carbon monoxide                          |
| County          | Trinity County                           |
| CWA             | Clean Water Act                          |
| dB              | decibel                                  |
| dBA             | A-weighted decibel scale                 |
| DFR             | Douglas Fir                              |
| EA              | <i>Environmental Assessment</i>          |
| EDR             | Environmental Data Resources, Inc.       |
| EFHA            | Essential Fish Habitat Assessment        |
| EIR             | Environmental Impact Report              |
| EO              | Executive Order                          |
| ESA             | Federal Endangered Species Act           |
| ESL             | environmental survey limit               |
| ESU             | Evolutionarily Sensitive Unit            |
| FEIR            | Final Environmental Impact Report        |
| FEMA            | Federal Emergency Management Agency      |
| FHP             | Forest Highway Program                   |
| FHWA            | Federal Highway Administration           |
| FIRE            | Finance, Insurance, and Real Estate      |
| ft.             | feet                                     |
| ha              | hectare                                  |
| HAZMAT          | hazardous materials                      |
| in.             | inch                                     |
| ISA             | <i>Initial Site Assessment</i>           |
| km              | kilometer                                |
| km/h            | kilometers per hour                      |
| km <sup>2</sup> | square kilometer                         |
| KP              | Kilometer Post                           |
| L <sub>eq</sub> | equivalent sound pressure level          |
| LMP             | <i>Land and Resource Management Plan</i> |

|                  |  |
|------------------|--|
| LOS              | Level of Service   |
| m                | meter  |
| m <sup>3</sup>   | cubic meter  |
| MHC              | Montane Hardwood Conifer   |
| MHW              | Montane Hardwood   |
| mi.              | mile   |
| mi. <sup>2</sup> | square mile  |
| mm               | millimeter   |
| mph              | miles per hour   |
| MP               | Milepost   |
| MSFCMA           | Magnuson-Stevens Fishery Conservation and Management Act                           |
| N/A              | not applicable   |
| NAAQS            | National Ambient Air Quality Standards   |
| NAC              | noise abatement criterion  |
| NCAB             | North Coast Air Basin  |
| NCRWQCB          | North Coast Regional Water Quality Control Board                                   |
| NCUAQMD          | North Coast Unified Air Quality Management District                                |
| NEPA             | National Environmental Protection Act  |
| NFS              | National Forest System   |
| NOAA Fisheries   | National Oceanic and Atmospheric Administration, National Marine Fisheries Service |
| NRC              | National Research Council  |
| NRCS             | Natural Resources Conservation Service   |
| NOP              | Notice of Preparation  |
| NO <sub>x</sub>  | nitrogen dioxide   |
| NSO              | northern spotted owl   |
| NPDES            | National Pollution Discharge and Elimination System                                |
| NSR              | North State Resources  |
| O <sub>3</sub>   | ozone  |
| OHV              | off-highway vehicle  |
| OSHA             | United States Occupational Safety and Health Administration                        |
| PEAR             | Preliminary Environmental Assessment Report  |
| PHI              | Pacific Hydrologic Incorporated  |

|                  |  |
|------------------|--|
| PPE              | personal protective equipment                              |
| PM <sub>10</sub> | particulate matter with a diameter of less than 10 microns |
| PTO              | permit to operate  |
| PWA              | Pacific Watershed Associates                               |
| ROC              | reactive organic compounds                                 |
| ROS              | Roaded Natural Recreation Opportunity Spectrum             |
| RTP              | Regional Transportation Plan                               |
| RWQCB            | California Regional Water Quality Control Board            |
| SEE              | Social, Economic, and Environmental                        |
| SHPO             | State Historic Preservation Office                         |
| SLR              | single lens reflex   |
| SMARA            | Surface Mining and Reclamation Act                         |
| SONCC            | Southern Oregon/Northern California Coast                  |
| SO <sub>x</sub>  | sulfur oxide   |
| SR               | State Route  |
| STIP             | Statewide Transportation Improvement Program               |
| STNF             | Shasta-Trinity National Forest                             |
| SWPPP            | Stormwater Pollution Prevention Plan                       |
| SWRCB            | State Water Resources Control Board                        |
| TCDOT            | Trinity County Department of Transportation                |
| TCPU             | Transportation, Communications, and Public Utilities       |
| TCTC             | Trinity County Transportation Commission                   |
| TMDL             | Total Maximum Daily Load                                   |
| TNM              | Traffic Noise Model  |
| UKTR             | Upper Klamath-Trinity Rivers                               |
| URS              | URS Greiner Woodward Clyde                                 |
| USACE            | United States Army Corps of Engineers                      |
| USDA             | United States Department of Agriculture                    |
| USDOC            | United States Department of Commerce                       |
| USDOT            | United States Department of Transportation                 |
| USEPA            | United States Environmental Protection Agency              |
| USFS             | United States Forest Service                               |
| USFWS            | United States Fish and Wildlife Service                    |

|      |   |
|------|---|
| USGS | United States Geological Survey         |
| VOC  | volatile organic compound               |
| VQO  | Visual Quality Objective                |
| WHR  | wildlife habitat relationship           |
| WMMP | Wetlands Mitigation and Monitoring Plan |

# Executive Summary

This *Environmental Assessment* (EA), prepared in accordance with the National Environmental Policy Act (NEPA), analyzes the potential environmental impacts associated with reconstructing California Forest Highway 114 (Hyampom Road) in the Shasta-Trinity National Forest, Trinity County. Hyampom Road is also identified as Trinity County Road 301 and locally known as Hyampom Road. The eastern terminus of the road begins at the junction with State Route (SR) 3 in Hayfork and proceeds 35.4 kilometers (km) (22.0 miles [mi.]) westerly to the community of Hyampom at the western terminus. Hyampom Road is the only year-round route that serves the town of Hyampom.

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with the United States Forest Service (USFS) and Trinity County, is proposing to reconstruct approximately 16.1 km (9.8 mi.) of Hyampom Road. The total route is divided into six segments as described in Table 1. This EA will evaluate Segments 2, 3, 4, and 5. FHWA is the lead agency for this EA under NEPA.

Trinity County is the lead agency for environmental document preparation and circulation under the California Environmental Quality Act (CEQA). Segments 1 and 3 have been evaluated previously by Trinity County (Trinity County 2001a, 2003b, 2003c) in compliance with CEQA. Segment 3 reconstruction will require Federal funds, therefore this EA will evaluate Segment 3 as well as Segments 2, 4, and 5. The CEQA documentation will remain separate from the NEPA document. Segment 1 will not be receiving any federal funds, and is not evaluated in the EA. Trinity County certified the CEQA Negative Declaration for Segment 1 in September 2001. Also, Trinity County completed a Final Environmental Impact Report (EIR) in compliance with CEQA for Segment 3 in 2003. This leaves a separate EIR for Segments 2, 4, and 5, which Trinity County plans to complete in 2006. The information in the NEPA and CEQA documents is the same, although the format and emphasis is different under each law.

TABLE 1  
Description of Hyampom Road Segments

| Segment | Kilometer Post | Length (Kilometers) | Milepost     | Length (Miles) | Agency Responsible for Construction |
|---------|----------------|---------------------|--------------|----------------|-------------------------------------|
| 1       | 0.0 to 5.9     | 5.9                 | 0.0 to 3.7   | 3.7            | Trinity County                      |
| 2       | 5.9 to 10.6    | 4.7                 | 3.7 to 6.6   | 2.9            | FHWA                                |
| 3       | 10.6 to 12.8   | 2.2                 | 6.8 to 8.3   | 1.5            | Trinity County                      |
| 4       | 12.8 to 16.4   | 3.6                 | 8.3 to 10.2  | 1.9            | FHWA                                |
| 5       | 16.4 to 22.0   | 5.6                 | 10.2 to 13.7 | 3.5            | FHWA                                |
| 6       | 22.0 to 35.4   | 13.4                | 13.7 to 22.0 | 8.3            | No proposed work                    |

Note: The kilometer posts and mileposts are based on the Proposed Project design, and do not correspond directly to the distance along the existing roadway. Also, Trinity County's Final Environmental Impact Report identifies Segment 3 as being from milepost 6.8 to 8.3. Although the mileposts do not match, the physical locations of the beginning and ending of Segment 3 are the same for both the County's project and the FHWA's project.

Reconstruction of Segment 1 is proposed for 2006 and Segment 3 is proposed for 2007 and 2008. Reconstruction of Segment 5 and a portion of Segment 4 is proposed to begin in 2008 and continue through three construction seasons to 2010. Reconstruction of Segments 2 and portions of Segment 4 have been delayed until 2010 because of recent adjustments in the federal funding schedule. All proposed construction project schedules are subject to the availability of funding. No work is scheduled for Segment 6.

The Proposed Project entails reconstructing, repaving, widening, and modifying the alignment within the existing roadway corridor. The Proposed Project will include developing a consistent two-lane roadway with shoulders, reducing the severity of existing tight-radius curves, placing new and/or additional surface and subsurface drainage systems, replacing one bridge, widening and rehabilitating another bridge, constructing a new bridge (to replace a culvert), constructing retaining walls, and placing guardrails in strategic locations.

The purpose (objective) of the proposed Hyampom Road project is to:

- Provide a safe, year round, all weather access to Hyampom
- Provide a consistent-width two-lane roadway alignment to enhance the safety for current and future traffic
- Ensure mobility for emergency response, school buses, postal service, and other delivery vehicles
- Reduce roadway maintenance concerns
- Provide better access for administration of United States Forest Service Lands

The Proposed Project would address four general types of needs: roadway deficiencies, maintenance, safety, and social and economic conditions.

Trinity County (County) will be responsible for acquiring the right-of-way for the widened and realigned portions of the road through private properties. The County will also be responsible for future maintenance and management of Hyampom Road (County Road 301).

## Summary of Impacts

Table 2 presents a summary of potential construction and operation impacts associated with the no action and Proposed Project alternatives with implementation of mitigation measures.

TABLE 2  
Summary of Potential Proposed Project Construction and Operation Impacts

| Resource            | No Action Impacts  | Proposed Project Construction Phase (Short Term)  | Proposed Project Operation Phase (Long Term)   |
|---------------------|--|---|--|
| Traffic Operations  | <i>Effect: Continued poor access; potential for failure of road and complete impassibility</i> | <i>Effect: Temporary road closures</i>  | <i>Beneficial Effect: Improved reliability of access</i>   |
| Land Use            | <i>No Effect</i>   | <i>No Effect</i>  | <i>No Effect</i>   |
| Community           | <i>Effect: Potential to lose complete accessibility; continued poor accessibility</i>          | <i>Effect: temporary delay of circulation and movement (daily road closures [up to 4 hours at a time] and occasional night closures)</i>  | <i>Beneficial Effect: Increase of long-term economic viability through improved access</i>                 |
| Economic            | <i>Effect: Potential to lose economic viability if roadway becomes more impassible</i>         | <i>Effect: Delays in daily deliveries and access to tourism destinations</i><br><br><i>Beneficial Effect: Creates jobs (up to 3 direct, 6 indirect and 2 induced new jobs) and brings money into the community through construction workers' spending</i> | <i>Beneficial Effect: Increase of long-term economic viability through improved access and safety</i>      |
| Noise               | <i>No Effect</i>   | <i>Effect: Temporary increase in noise due to construction</i>  | <i>No Effect</i>   |
| Air Quality         | <i>No Effect</i>   | <i>Effect: Temporary dust</i>   | <i>No Effect</i>   |
| Water Quality       | <i>Effect: Ongoing erosion into waterways</i>  | <i>Effect: Potential temporary erosion and pollutant run-off impacts will require preventative measures</i>   | <i>Beneficial Effect: Reduction of erosion, sedimentation and roadway pollutant run-off into waterways</i> |
| Wetlands            | <i>Effect: Ongoing erosion into wetlands</i>   | <i>Effects: Removal of several small wetlands and Waters of the U.S. (new wetlands will be created as mitigation)</i>   | <i>Beneficial Effect: Net increase in wetland area (with mitigation)</i>                                   |
| Floodplains         | <i>Effect: Road remains in the 100-year floodplain</i>   | <i>Effect: Temporary work inside floodplain</i>   | <i>Beneficial Effect: Road will be raised outside of floodplain; reduction in roadway flooding</i>         |
| Hazardous Materials | <i>No Effect</i>   | <i>No Effect</i>  | <i>No Effect</i>   |
| Invasive Weeds      | <i>Effect: Some transport of weeds by motor vehicles</i>                                       | <i>Effect: Potential to spread weeds will require preventative measures</i>   | <i>Effect: Some transport of weeds by motor vehicles</i>   |

TABLE 2  
Summary of Potential Proposed Project Construction and Operation Impacts

| Resource                          | No Action Impacts                        | Proposed Project Construction Phase (Short Term)  | Proposed Project Operation Phase (Long Term)  |
|-----------------------------------|--|---|---|
| Visual and Aesthetics             | <i>No Effect</i>                         | <p><i>Effect:</i> Construction activities will create visual impacts</p> <p><i>Effect:</i> Up to 96 hectares (237 acres) of mixed coniferous forest habitat could be removed. Most of the forest vegetation removal will be temporary, since disturbed soil areas will be reseeded.</p> | <p><i>Effect:</i> Some removal of mixed coniferous forest habitat will be permanent, particularly within the clear zone of the reconstructed roadway. Replacement vegetation will take several years to mature; both cut and fill slopes and retaining walls will be visible from the roadway</p>               |
| Historic & Archaeology            | <i>No Effect</i> beyond existing effects | <i>Effect:</i> Potential to uncover cultural resources during construction  | <i>No Effect</i> beyond existing effects  |
| <b>Wildlife</b>                   |  |   |   |
| Threatened and Endangered Species | <i>No Effect</i> beyond existing effects | <p><i>Effect:</i> Construction noise may affect bald eagle and northern spotted owl (NSO)</p> <p>Some temporary disturbance within NSO habitat due to tree removal</p>  | <p><i>Effect:</i> Replacement riparian and upland vegetation will take several years to mature; some permanent disturbance of habitat for Trinity bristlenail, bald eagle, and NSO, coho salmon, some permanent disturbance within NSO critical habitat due to tree removal</p>                                 |
| Species of Concern                | <i>No Effect</i> beyond existing effects | <i>Effect:</i> Temporary disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats  | <p><i>Effect:</i> Replacement riparian and upland vegetation will take several years to mature</p> <p><i>Effect:</i> Some permanent disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats</p> |